



James Eardley
Chair, Transportation Executive Council
Dave Glenn
Chair, Transportation Advisory Committee
Lowell Elmer
Director, Transportation Planning Office

May 18, 2010

Leif Elder, Policy Analyst
Office of Legislative Research and General Counsel
W210 House Office Building
State Capitol Complex
Salt Lake City, Utah 84114

Dear Mr. Elder:

The Dixie Metropolitan Planning Organization (DMPO) renders the following opinions in response to Rep Julie Fisher's and Sen Van Tassell's invitation to comment on Class B and C Road funds prior to the May 19, 2010 Transportation Interim Committee Meeting.

Four questions were posed and the answers follow:

Q: Are class B and C road funds adequate to cover maintenance and construction costs in your area?

A: No. Class B and C road funds represent approximately 20 percent of our respective cities' road maintenance and construction costs each year. Because the B and C funds are so inadequate, the cities must seek funding from multiple other sources just to "keep up" with maintenance needs.

Q: If funding is not adequate, how could the amount of funding available for Class B and C roads be increased?

A: Distribution adjustments of existing B and C road funds might serve to shift money from one under-funded program to another, but growing the overall revenue source is needed to address issues across the spectrum of B and C Road Funds. New trends in transportation (i.e. bicycles, electric cars, natural gas) utilize local streets, but do not contribute to gasoline tax revenue. A more equitable way to collect revenue from these commuters should be considered, including usage fees, registration fees, and ties to future inflation.

Q: Is there a better way to determine transportation needs for cities and counties (in other words, does the distribution formula need to be changed, if yes, what changes should be made)?

A: Funds are now allocated based on roadway miles and population. This formula stimulates some contention over differing population projections and particular road characteristics.

If the committee is to consider new distribution formulas, careful consideration should be given to the encouragement of best practices in pavement management. For example, a formula change that focuses on “greatest needs” could in fact reward some cities for sloppy maintenance practices while punishing others for exceptional practices. Any formula change should reward good road maintenance practices.

Q: Are current bid limits for class B and class C road maintenance or construction projects sufficient? Do the bid limits or policies related to the bid limits need to be adjusted?

A: The smaller cities in our jurisdiction have more stringent purchasing policies than does the B and C program, therefore those regulations are sufficient. Our larger cities feel the limits may be too tight.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink, reading "Myron W. Lee". The signature is fluid and cursive, with the first name "Myron" being more prominent than the last name "Lee".

Myron W. Lee, MPA
Dixie MPO Planning Manager